

# **Duwamish Tour Talking Points**

## **Duwamish/Diagonal Early Action Site (RM 0.4–0.7 East)**

- Sediments contaminated with PCBs, phthalates, metals
- Source believed to be the Diagonal Avenue South CSO/SD and the Duwamish EOF outfalls
- Area dredged and capped in 2003-2004, in partial settlement of City and County NRD liability
- Dredging spread contamination, addressed through additional thin-layer capping in 2005

## **Kellogg Island (RM 0.7–0.9 West)**

- Last remaining remnant of original Duwamish River habitat
- Area west of island was part of the original Duwamish River
- Dredge spoils from the East Waterway disposed on the island in 1970s

## **Slip 1 (RM 1.0 East)**

- In 1974, transformer dropped from vessel leaked approximately 250 gal. of PCBs into slip
- Sediments dredged and most of the PCBs were recovered, although some remain in the waterway sediments

## **Former Duwamish Shipyard (RM 1.3–1.4 West)**

- Sediments contaminated with sand-blast grit, paint chips, metals
- Ecology negotiating with PRPs for further investigation

## **Glacier Bay (RM 1.4–1.5 West)**

- Site of former Reichhold chemical plant that manufactured pentachlorophenol
- Sediments highly contaminated with dioxins/furans
- Ecology negotiating with PRPs for further investigation

## **Site of former Boeing Plant 1 (RM 1.9–2.0)**

- Plant 1 operated from 1917 to 1970
- No known environmental issues

## **Trotsky Early Action Area (RM 2.2 West)**

- Barrel recycling, wrecking and salvaging operations, miscellaneous other activities

- Sediments contaminated with PCBs
- Ecology negotiating with PRPs for further investigation

#### **Great Western Chemical (RM 2.3–2.4 East)**

- VOC plumes from inland property reach waterway
- VOCs detected in seeps, porewater

#### **Slip 4 Early Action Area (RM 2.8 East)**

- Sediments contaminated with PCBs, PAHs, metals
- Georgetown Steam Plant flume known to have been highly contaminated with PCBs
- Receives runoff from North Boeing Field, I-5
- Storm drains at North Boeing Field known to have had PCB issues but source still under investigation
- Georgetown Steam Plant and North Boeing Field to be investigated further under separate RI/FS by Ecology
- EE/CA has been completed and plans finalized for dredging, capping inner half of slip; awaiting adequate source control before proceeding

#### **Boeing Plant 2 (RM 2.9–3.6)**

- Sediments contaminated with PCBs, and in the southwest bank by metals
- PCBs came from SDs, metals from fill material
- Extensive investigations of soil, groundwater, sediments under RCRA
- Numerous SDs discharge storm water from paved areas and roofs
- Plans for dredging and capping the Duwamish Sediments Other Area (DSOA) along the entire shoreline out to the navigation channel

#### **T-117 Early Action Area (formerly Malarkey Asphalt) (RM 3.5–3.7 West)**

- Former asphalt plant used waste oil from Seattle City Light that contained PCBs
- Upland soil contaminated with PCBs, dioxin
- Waterway sediments contaminated with PCBs, PAHs, phenol
- EE/CA has been completed and plans are being developed for dredging, capping of sediments along shoreline out to navigation channel

#### **Jorgensen Forge (RM 3.6–3.7 East)**

- Sediments contaminated with PCBs, metals
- EPA is negotiating with Jorgensen Forge for cleanup

#### **Boeing Isaacson/Thompson (RM 3.7–3.9 East)**

- Site of former Slip 5, filled starting in the 1960s; land bordering the former slip

was used by lumber and steel mills

- Sediments contaminated with PAHs, arsenic
- Upland soil and groundwater at Boeing Isaacson known to be contaminated with arsenic; thought to have originated from fill material or lumber treatment activities
- Large SD discharges storm water from central portion of King County Airport
- Small SDs from Boeing Thompson

#### **Former Rhône-Poulenc Site (RM 4.0–4.2 East)**

- Former vanillin plant; remediation under RCRA
- Barrier wall, pump and treat system were installed to address toluene contamination of groundwater

#### **Slip 6 (RM 4.2 East)**

- Sediments contaminated with PAHs
- Large SD discharges storm water to head of slip from southern portion of King County Airport
- Two small SDs discharge storm water from northern portion of Boeing Developmental Center

#### **Boeing Developmental Center (RM 4.2–4.9 East)**

- Sediments along the DC shoreline are minimally contaminated
- Numerous SDs, although no significant environmental issues with most

#### **Upper Turning Basin (RM 4.4–4.7)**

- Serves as sediment trap for much of the coarser sediments entering the waterway from upstream
- Dredged every few years by the Corps to keep sediments from moving farther downstream
- Sediments relatively clean and being used as one line of evidence for background

#### **Norfolk CSO/SD (RM 4.9 East) [Boat won't be able to go this far upriver.]**

- Sediments had been contaminated with PCBs
- Area offshore of the Norfolk CSO/SD dredged and capped in 1999, in partial settlement of City and County NRD liability
- Small area just off DC south storm drain and inshore of Norfolk CSO/SD cap was excavated and capped by Boeing in 2003
- DC south storm drain line has been cleaned and a device has been installed to capture particulates to minimize continued discharge of PCBs to the waterway